

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 188 (Part), 189 (Part), 192 (Part), 193, 194, 195, 196, 199 (Part) and 200 (Part) in D.D. 96, Pun Uk Tsuen, San Tin, Yuen Long, New Territories* (the Site) for **'Proposed Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years'** (the proposed development) (**Plans 1 to 3**).
- 1.2 The Site is in close proximity to existing village settlements such as Puk Uk Tsuen and Chau Tau Tsuen, where the demand for public parking spaces has been very high. Although public franchised buses and minibus services are provided at Lok Ma Chau Road, surrounding locals and villagers still rely mostly on private cars for commuting due to long walking distance to bus stops, limited destinations and infrequency of such services, as well as their own travelling destinations to other remote villages.
- 1.3 In view of the above, the applicant would like to operate the proposed development to alleviate the pressing demand for legal parking spaces in the area and bring convenience to surrounding locals.

2) Planning Context

- 2.1 The Site currently falls within an area zoned "Village Type Development" ("V") on the Approved San Tin Technopole Outline Zoning Plan (OZP) No. S/STT/2 (**Plan 2**). According to the Notes of the OZP, *'Public Vehicle Park (excluding Container Vehicle)'* is a Column 2 use within the "V" zone, which requires planning permission from the Board.
- 2.2 Despite the Site falls within the "V" zone which is to designate both existing recognised villages and areas of land considered suitable for village expansion, other commercial uses may be permitted on application to the Board. The temporary basis of the proposed development would not frustrate the long-term planning intention of the "V" zone and can better utilise precious land resources in the New Territories. The building height of the proposed structure is comparable to nearby village houses in its surrounding within the "V" zone, i.e. maximum building height of 3 storeys (8.23 m). Therefore, it is considered not incompatible with the surrounding environment.

- 2.3 Various similar applications for/partly for 'Public Vehicle Park' (Nos. A/YL-ST/587, 606 & 624 and A/STT/12, 21, 29 & 33) were approved by the Board on a temporary basis for a period of 3 to 5 years in the past 5 years within the "V" zone on the same OZP or previously the approved San Tin OZP No. S/YL-ST/8. Therefore, approval of the current application is in line with previous decisions of the Board and would not set an undesirable precedent within the "V" zone.

3) Development Proposal

- 3.1 The Site occupies an area of 2,976 m² (about) (**Plan 3**). The operation hours of the proposed development will be 24-hour daily including public holidays. 4 single-storey temporary structures are proposed for covered parking spaces, guard room and meter room with total gross floor area (GFA) of 492 m² (about) (**Plan 4**). The covered parking spaces are served for the parking of private cars of luxurious brands. The guard room provides indoor workspace for 1 no. of staff to support the daily operation of the proposed development. The remaining open area will be used for vehicle parking and circulation area. Detailed development parameters are shown at **Table 1** below.

Table 1 – Major development parameters

Site area	2,976 m ² (about)
Covered area	492 m ² (about)
Uncovered area	2,484 m ² (about)
Plot ratio	0.17 (about)
Site coverage	17% (about)
No. of structure	4
GFA	492 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	492 m ² (about)
Building height	3 m to 5 m (about)
No. of storey	1

- 3.2 The Site is accessible from Chau Tau South Road via Chau Tau West Road and a local access (**Plan 1**). A 7.3 m-wide (about) vehicular ingress/egress is proposed at the southern periphery. A total of 47 parking spaces is provided at the Site. Details of their provisions are shown at **Table 2** below.

Table 2 – Parking and L/UL provisions

Type of space	No. of space
Parking space for PC - 2.5 m (W) x 5 m (L)	38
Parking space for LGV - 3.5 m (W) x 7 m (L)	9

3.3 Sufficient space is provided for vehicles to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plans 5 and 6**). A notice will be posted at a prominent location of the vehicular ingress/egress to indicate that no medium or heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers, as defined in the *Road Traffic Ordinance*, are allowed to be parked/stored on or enter/exit the Site at all times during the planning approval period. No vehicle without valid licence issued under the *Road Traffic (Registration and Licensing of Vehicle) Regulations* are allowed to be parked/stored at the Site at any time during the approval period of the planning permission.

3.4 As the estimated trip generated/attracted by the proposed development is expected to be minimal, the adverse traffic impact to the surrounding road network is therefore not anticipated. Details of the trip generation/attraction are shown at **Table 3** below.

Table 3 – Estimated trip generation/attraction

Time period	Estimated trip generation/attraction				
	PC		LGV		2-way total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	1	8	0	4	12
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	6	2	4	2	12
Average trip per hour (Beyond AM and PM Peaks)	3	3	1	1	8

3.5 No open storage, storage of dangerous and dusty goods, storage of unlicensed vehicle, car beauty, washing, cleansing, paint-spaying, repairing, dismantling or other workshop activities will be involved at the Site at any time during the approval period of the planning permission.

3.6 The applicant will strictly comply with all environmental protection/pollution control ordinances i.e. *Water Pollution Control Ordinance*, *Air Pollution Control Ordinance*, *Noise Control Ordinance* etc. at all times during the planning approval period. No public

announcement system or any form of audio amplification system will be used at the Site during the planning approval period. The applicant will also follow relevant mitigation measures and requirements in the latest the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department (EPD) to minimise the potential adverse environmental impacts and nuisance to the surrounding area.

- 3.7 The applicant will follow the good practices stated in the *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on water quality of nearby watercourses. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be properly maintained, and the deposited silt/grit will be removed regularly at the start and end of rainstorm to ensure that these facilities are always operational. The applicant will also continue to implement good practices under *ProPECC PN 1/23* when maintaining the on-site drainage system at the Site.

4) Conclusion

- 4.1 Significant nuisance to the surrounding areas arising from the proposed development is not anticipated. Upon obtaining relevant planning permission, the applicant will submit proposals in relation to fire safety and drainage aspects to mitigate any potential adverse impact that would have arisen from the proposed development.
- 4.2 In view of the above, the Board is hereby respectfully recommended to **approve** the subject application for '**Proposed Temporary Public Vehicle Park (excluding Container Vehicle) with for a Period of 5 Years**'.

R-riches Planning Limited

July 2026

LIST OF PLANS

Plan 1	Location plan
Plan 2	Zoning plan
Plan 3	Land status plan
Plan 4	Layout plan
Plan 5	Swept path analysis (LGV)
Plan 6	Swept path analysis (PC)